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#2

PAMPHLET NO. 4

CASES OF OBSTRUCTION TO TRAFFIC ON THE SOUTH MANCHURIA RAILWAY LINES

(March-November, 1931)

RESEARCH OFFICE
SOUTH MANCHURIA RAILWAY COMPANY
DAIREN
DECEMBER, 1931

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#3

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SOME OBSERVATIONS OF THE PRESENT MANCHURIAN SITUATION

Dairen, October 20, 1933.

Since compiling my Memorandum of May 22nd, 1933, I have made several tours in Manchuria. The following are some personal observations, resulting from these tours, which I hope may be of interest, it being understood that this is by no means an official report.

Henry W. Kinney

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#5

REPORTS OF CLOSING OF OPEN DOOR DISPROVED BY FIGURES

Dairen, July 19, 1934

So many charges to the effect that the "Open Door" in Manchuria has been closed, have been made by uninformed politicians and writers abroad, who quite evidently have not even taken the trouble to study trade figures, that it seems worth while to make a study of the totals of Manchoukuo trade. The results will show that the countries, the nationals of which have been complaining the most, are the very ones which enjoy the most favorable trade balances. The United States, from which come usually the most bitter comments on the trade situation, enjoys a trade balance far more favorable than that attained by Japan.

The totals of Manchoukuo's foreign trade for the first four months of 1934, recently issued by the Finance Department of the Manchoukuo Government, are as follows:

	Exports	Imports	Total
Japan	68,146,913	96,123,213	164,270,126
Korea	2,712,052	8,141,668	20,853,720
China	17,048,205	25,135,964	42,184,169
Russia	8,736,523	3,012,497	11,749,020
Hongkong	2,332,608	2,908,088	5,240,696
British India	185,132	5,906,372	6,091,504
Netherlands India	2,110,319	330,654	2,340,973
Great Britain	1,940,482	2,093,491	4,033,973
France	724,517	206,512	931,029
Germany	17,617,682	2,931,429	20,549,111
Belgium	92,003	51,097	143,100
Netherlands	1,688,298	47,249	1,636,547
Italy	204,187	216,198	[illegible]

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MEMORANDUM

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Dairen, December 1, 1934

#7

In presenting this MEMORANDUM to you, I wish to explain that my father, Henry W. Kinney, who has sent you several Memoranda in the past, is now absent from Manchuria but will return to Dairen about the end of April or the beginning of May, 1935. I came to Manchuria in 1923 and was employed by the South Manchuria Railway Company the same year, as assistant to my father.

Knowing that you are interested in the general situation of the Far East, including Manchoukuo, I have taken the liberty, with, of course, my father's understanding, of keeping you informed about the conditions here, during his absence. I do not think that I shall be able to send you many Memoranda, for the simple reason that I am attempting to do the work of two men and find my time fully occupied. I shall, however, do my best to keep you informed and hope that you will continue to feel free to write to me for any information that you desire.

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#8

SOME OBSERVATIONS OF THE PRESENT MANCHURIAN SITUATION

Dairen, May 23rd, 1934.

In the course of a recent trip to the North I have made some personal observations, and the following notes based thereon may be of interest. In some phases of the existing situation, such as, for instance, in matters of foreign trade, recognition, and the like, few changes have taken place, or such changes as have taken place have been in the line of gradual and regular development. Consequently the observations on these subjects contained in my memorandum of October 20th, 1933, largely cover the situation now, with allowance being made for the fact that in some cases undertakings that were mere plans then are now projects under actual development.

The most striking phenomena to-day seem to me to be the rapid extension of normal law and order throughout practically all the well populated areas of Manchuria, with but few exceptions, principally in mountainous and inaccessible country, and the amazing volume of industrial and governmental works, such as the building of railways, roads, new telegraph and telephone lines, new towns and great expansion of old cities along modern lines, various municipal improvements, such as water and sewer systems, industrial plants of various kinds, and, of course, a large number of commercial houses and dwellings necessitated by the activities above mentioned. Last year it was a common belief abroad - and in many cases, in fact, a hope - that Manchoukuo would fail and Japan bankrupt herself because of the tremendous financial requirements which the program called for. It is, therefore, significant that all this construction, on a scale not equalled to-day, I believe, in any other part of the world, is being carried out and paid for by Manchoukuo and Japanese capital, with very little participation from abroad. While Manchoukuo and Japan welcome foreign investment, neither shows anxiety or conspicuous eagerness for foreign financial help. The works now under construction or contemplation are being carried out with confidence that no foreign loans will be needed. The actual existence and coming into being of these vast-scale enterprises, their actual existence and operation, are probably the best evidence as to the fallacy of the predictions of failure.

PEACE AND ORDER

Eradication of bandits and bandit-soldiers has already reached the point where the problem of controlling such disturbers is ceasing to be a military one and is being given more into the hands of the police. Whereas less than two years ago Manchoukuo was almost in its entirety harassed by the depredations of the former Manchurian soldiers and other bandits - which condition has been described in former memoranda - these marauders have now been practically eliminated from all the flat areas and do therefore not interfere with normal traffic and trade. The large semi-military organizations have been entirely [illegible]. A few fairly large bands still operate in the northeastern and eastern mountainous regions. Smaller gangs are known to exist in the [illegible] Wuchang and in a few mountainous districts [illegible]. Such bands have always been prevalent but bandit activities [illegible] with the progress and development of the country [illegible] with the exception of occasional [illegible] (in the North Manchuria railway [illegible]).

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MEMORANDUM ON TRANSPORTATION IN MANCHOUKUO

An Explanation

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#9

April 20, 1935

The boundaries of Manchoukuo have so often been disputed by China, Soviet Russia, recently Outer Mongolia (under Soviet influence) and Manchoukuo, that an explanation is necessary, due to various reports which have appeared in the press, alleging that Manchoukuo, with Japan's aid, has extended by forceful and illegitimate means her territory, at China's and Outer Mongolia's expense

The western boundary of Manchoukuo, drawn on maps in the Chinese, Japanese and English languages all vary for the simple reason that the border of western Manchoukuo has never been fully surveyed

Manchuria was often referred to as 'The Three Eastern Provinces'. Later, during the latter part of the Chang regime when Jehol was added, Manchuria became known as the 'Four Northeastern Provinces', and was referred to as such by Nanking official publications Manchuria's western border was then indefinite as it is today Inner Mongolia, which take in parts of Jehol and Chahar, has no definite eastern border Recently a border dispute arose between Outer Mongolia, a large country, north of Inner Mongolia, and Manchoukuo over the boundary which separates these two nations Representatives of both nations are now discussing the time and place for a conference to settle this boundary dispute

Another border dispute, little known to the outside world, happened last year between Manchoukuo and Soviet Russia, just after the big flood in North Manchoukuo At the northeastern corner of Manchoukuo, the Amur and Ussuri rivers converge and form a natural border Several miles south of this border (in Manchoukuo), the country is low and filled with swamps During the heavy flood, the overflowing Amur river deposited a great deal of its surplus water into these swamps which constituted a river and flowed eastwards into the Ussuri river The Soviets immediately took advantage of this situation and claimed the newly formed island as Soviet territory, stating that the newly formed river was the boundary separating Soviet Siberia from Manchoukuo Manchoukuo naturally protested against this Soviet move The larger river steamers cannot navigate on this new river, as it is too shallow A conference between Manchoukuo and Soviet representatives will take place this summer, it is reported, to settle this border dispute

Manchoukuo desires to settle once and forever her boundaries. Outer Mongolia and Soviet Russia have signified their willingness to participate in border conferences China does not recognize Manchoukuo. In fact, China states that Manchuria belongs to her and for that reason there is no border between Manchoukuo, China and Inner Mongolia This unrealistic policy of China may cause many more border disputes among Manchoukuo, Inner Mongolia and China Proper.

Manchurian history relates that the Mongolians ruled over Manchuria during the reign of the Chin Dynasty, (1234-1368), who were known as [illegible]. It was during this period that China was conquered by the Mongol King, who [illegible]

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December 1, 1935.

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#11

SOME FACTS ON THE MANCHOUKUOAN SITUATION WHICH MAY BE OF INTEREST TO YOU

1. Newly Constructed Railways

In April, this year, I mailed you a transportation map of Manchoukuo, accompanied by a memorandum on transportation.

On August 24th, I sent you a note mentioning three more railways that were completely constructed between April and August, this year.

Two more important lines have recently been constructed, which are as follows:

Yehpaishou to Chihfeng----------148.9 kilometres
Yuki to Rashin---------- 15.2 "

The Yehpaishou-Chihfeng line runs practically northward into central Jehol province. The inhabitants residing on both sides and north of this railway are mainly agriculturists and herders, who have for years found great difficulty in transporting their agricultural produce and livestock to the markets. This new line solves this difficulty.

The Yuki-Rashin line is short in distance, but took many months to complete as a tunnel, over two miles in length, had to be bored at a point between these two towns. The port of Rashin is now under construction, the first stage of the work has recently been completed, so that large ocean steamers can enter the port and dock to load or unload. This new line is important in that it opens the port of Rashin to Manchoukuo.

2. New Soviet Railways Under Construction

This office, some months ago, received a report from a most reliable source, that Soviet Russia had completed surveys and were making preparations for the construction of five new railways, which would touch on the Outer Mongolian-Soviet frontier. This office received information concerning [illegible] railways, as follows:

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FOREIGN TRADE OF MANCHOUKUO FOR THE YEAR, 1934.

Dairen, March 4, 1935.

An official report, issued by the Department of Finance of the Manchoukuo government, gives the 1934 (entire year) returns of the foreign trade of this new state. An unfavorable trade balance is shown. The State imported ¥ [illegible] worth of goods and exported ¥ 448,486,087, leaving an imported excess of ¥ 145,135,581. This unfavorable trade balance is due to many causes, but the most important one is perhaps the fact that Manchoukuo is primarily an agricultural and not an industrial country. The construction program of the government calls for such goods and material that cannot be obtained from her own sources and must be imported. There are, without doubt, few countries in the world, if any, that are actually carrying out a construction program as huge as that of Manchoukuo.

When one considers the common maxim that the countries which sell should also buy, the United States of America has been especially fortunate in the case of Manchoukuo, as she has sold to that country far more than she has purchased, the amounts being as follows: Exports to Manchoukuo ¥ 36,337,785; imports from Manchoukuo only ¥ [illegible].

China and Germany formerly accepted most of Manchoukuo's agricultural produce, and are still [illegible] leading buyers [illegible] [illegible] which they purchased [illegible] [illegible]

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Dairen, April 10th, 1936.

SOME FACTS ON THE MANCHOUKUOAN SITUATION
WHICH MAY BE OF INTEREST TO YOU.

Note: Contents Can Be Published Fully Or In Part, With Or Without Credit To The Source Of Information, If Desired.

Topics:

1. Manchoukuo's Foreign Trade for the Year, 1935.
2. Pingchun to Jehol (Chengte) Railway Line Completed.
3. Number of South Manchuria Railway Employees And Salaries Earned.

1. Manchoukuo's Foreign Trade for the Year, 1935.

	Exports	Imports	Total
Japan	183,522,717	434,228,749	617,751,466
Korea	33,769,419	22,446,106	56,215,525
China	65,352,588	31,992,899	97,345,487
Russia	4,661,837	1,168,227	5,830,064
Hongkong	7,528,136	2,758,630	10,286,766
British India	2,701,172	23,820,895	26,522,067
Netherlands India	701,032	5,062,353	5,763,385
Great Britain	24,221,125	9,482,007	33,703,132
France	3,569,770	462,784	4,032,554
Germany	32,798,720	14,741,785	47,540,505
Belgium	1,148,098	1,511,487	2,659,585
Netherlands	10,075,070	215,477	10,290,547
Italy	3,333,633	1,356,745	5,220,378

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Dairen, September 1st, 1925.

-- N O T I C E --

The Fourth Report On Progress in Manchuria [illegible] was then compiled by the South Manchuria Railway Company. [illegible], the [illegible] to be published, [illegible] information concerning the South Manchuria Railway Company and Manchukuo. I am certain you will find [illegible] work [illegible] in [illegible] work.

[illegible] volume were compiled [illegible], who, however, retired from the Company [illegible] the third volume was completed. The fourth report [illegible] been compiled by Dr. R. Akagi, who was recently [illegible] by the Company to continue the excellent work [illegible] by Dr. Hishida.

If you desire a copy (gratis), please write a note to the manager of the nearest branch office of the South Manchuria Railway Company.

If you do not receive the book within [illegible] have written for a copy, please [illegible]

If you reside in the America's, please [illegible]

Mr. [illegible] Nagaura,
South Manchuria Railway Company,
Lincoln Bldg.,
[illegible] Street,
New York City, N. Y.,
U. S. A.

If you reside in Europe, please write [illegible]

[illegible]

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Dairen, March 10th, 1937.

#19

SOME FACTS REGARDING THE MANCHOUKUO SITUATION

On March 1st, 1937, the Empire of Manchoukuo celebrated its fifth anniversary. Five years is a short period in the history of any nation. In the case of Manchoukuo, however, each year was marked with extreme significance, for the new Government had to prove its capability to reform the mis-governed provinces into a prosperous and independent state. The international verdicts against the establishment of the new State and the general opinion of foreign observers and some Japanese economists that Manchoukuo would collapse in a few years made the task more difficult. Large and incessant work had to be performed by the Government to improve the welfare of its nationals by promoting peace and economic development in the country. Different programs facilitating the improvement in the economic, political and social conditions of the State had to be accomplished, and the Government had to display great caution and consideration so as not to enforce such policies that might prove unsuitable for the prosperity of the State. The Government has successfully carried out its reconstruction program. The people have gradually become convinced that they can trust the new Government which has kept its promises to improve their welfare. Below I shall give some information on several achievements made by the Manchoukuo Government since its foundation. Readers will notice tha / China will be taken in some instances

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Dairen, May 1st, 1937. #20

== FOREIGN TRADE OF MANCHOUKUO FOR 1936 ==

The foreign trade of Manchoukuo for the entire year of 1936 increased in value (both in exports and imports) to the amount of Manchoukuo Yuan 1,294,648,262, in comparison with the total trade of 1935, which was placed at M¥ 1,025,227,112. Manchoukuo had an adverse trade balance of only M¥ 89,130,284 in 1936, whereas in 1935 the unfavorable balance stood at M¥ 183,071,606. The foreign trade for January 1937 amounted to M¥ 133,181,411, of which imports were placed at M¥ 56,150,554 and exports at M¥ 77,030,857, giving Manchoukuo a favorable trade balance of M¥ 20,880,303. In January 1936, Manchoukuo's favorable balance amounted to M¥ 17,990,188. It is too early to predict whether Manchoukuo will, at the end of this year, have a favorable trade balance. Manchoukuo is primarily an agricultural country and its principal exports are products produced from the soil. The new State has just begun its five-year industrial program which means that manufactured goods, especially construction materials, will continue to be imported.

Japan leads all countries in both exports and imports to and from Manchoukuo. Japan has invested large sums of money in the new State; the contractors, who are mainly Japanese, prefer to purchase materials from Japan; the proximity of Japan to Manchoukuo; cheaper prices of Japanese-made materials in comparison with similar goods from other countries; increase of the Japanese population in Manchoukuo, - all these are economic factors which cannot be overlooked.

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#21

The Economic Conditions of the Japanese and Manchurian Farmers in Manchuria and the Kwantung Leased Territory

{ August 1937 }

Industry Bureau
South Manchuria Railway Company

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For Your Own Information. Dairen, August 6th, 1937.

#22

REGARDING THE OUTRAGES COMMITTED BY ARMED CHINESE ON JAPANESE CIVILIANS IN TUNGCHOW

You are, I am sure, aware of the fact that in Tungchow, capital of the East Hopei Autonomous Government, located east of Peiping, scores of unarmed Japanese civilians were cruelly murdered by the Chinese East Hopei Peace Preservation Corps (also termed, the Chinese Public Safety Corps) on July 29th. Official reports received by this office from an absolutely reliable Japanese source state that about 2,000 armed members of the Tungchow Public Safety Corps were in the city to protect all foreigners and to see that peace and safety reigned there. There were among the foreigners over 400 Japanese civilians, as many of them had come from the country districts which were considered unsafe for them to remain. To assist these 2,000 Chinese to preserve peace and order in Tungchow approximately 100 Japanese soldiers were left in the town.

Suddenly the Chinese members of the Safety Corps, fully armed, rebelled and started attacking the Japanese residents there beginning with the civilians who included old men, women and children. Many were taken from their homes or refuges and roughly placed on the streets and, it is reported, that some of the women had their breasts cut off, others, including children, their ears ripped off and eyes poked out by bayonets. Other fiendish means were also employed, such as kicking and spitting,

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#23

For Your Own Information. Dairen, January 18th, 1937.

SOME FACTS REGARDING THE SITUATION AROUND MANCHOUKUO

Japanese investments in Manchoukuo during the past five years (1931-1936) do not yet total the Island Empire's expenses incurred during the Russo-Japanese War of 1904-05. The loss of Japanese lives, to bring peace and order as well as to expel traces of communism in Manchoukuo, has been small in comparison with the number of Japanese killed during the Russo-Japanese War. Japan failed to expel the Russians from Manchuria in 1905, but to-day the Russian (Soviet) influence has already been ousted from Manchoukuo and the cost has been small. No war was necessary and the money which would have been spent on such a war, if it had occurred, is being spent in Manchoukuo not only for protection against communism and banditism, but also for the welfare of the population of this State.

Japan has spent almost a billion yen in Manchoukuo since September, 1931, to the present time and will continue to invest more money into this country. Many Occidental economists believe that these Japanese investments will take a long time before they bring profits to the investors. It must, however, be pointed out that some investments made by the Japanese in Manchuria before September, 1931, which for years had paid no returns, are now paying good dividends. For example, the South Manchuria Railway Company constructed the Szupingkai-Tsitcihar railway line for the former Manchurian government, furnishing

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#24

Dairen, July 10th, 1938.

SOME FACTS ON THE MANCHOUKUO SITUATION

There are so many changes and developments in the national policies of every country and sensational news from different parts of the world nowadays, that the majority of Occidentals scarcely find time, or are not interested enough, to follow the trend of events in the Far East. Those, however, whose interests are either directly affected by the present conditions in Japan, China and Manchoukuo or who are students of the Far Eastern situation, watch carefully the daily reports of developments taking place there and try to come to certain conclusions regarding them. To understand the present situation in China better, Manchoukuo can be of some assistance. For the new State is an example of what the Japanese can accomplish within a short space of time; accomplishments which benefit the population of Manchoukuo.

Numerous reports, lectures and comments are now made regarding Japan's incapability to finance her military campaign in China and the proposed economic development of the country. In 1931-32 the general Occidental public was inclined to believe that in two or three years Japan would not only ruin herself but would also increase the disorder in Manchuria, bringing misery to everyone. Seven years have passed and those who knew Manchuria of old and have visited the new State recently cannot but notice the big change that has taken place during

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GEORGE A. FINCH.

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Dairen, July 20th, 193[illegible].

UNOFFICIAL REPORT ON THE INCIDENT ALONG
THE MANCHOUKUO-OUTER MONGOLIAN BORDER

== FOREIGN PRESS DISPATCHES ==

Temporary peace now reigns over the Nomonhan area where until recently fierce land and aerial battles between the Soviet-Outer Mongolian and Japanese-Manchoukuoan army and air forces took place. To-day the Mongolian forces are stationed on the west bank of the Halahar (Harha) river and the Manchoukuoan troops on the east bank. Shells, mainly artillery, are fired occasionally by both sides as a warning to the warring forces to keep to their own positions.

A group of foreign correspondents, including three Americans, one Britisher, four Germans and two Frenchmen, were allowed by the Kwantung army officers to see for themselves the fighting in the Nomonhan area. The names of these journalists are as follows:-

MR. JOHN MORRIS - Far Eastern Manager,
United Press Associations,
Shanghai, China.

MR. RUSSEL BRINES - Japan Correspondent,
Associated Press,
Tokyo, Japan.

MR. ARCHIBALD STEELE - Far Eastern Correspondent,
Chicago Daily News,
Peking, China.

MR. MAURICE D'ALTON - Manchoukuo Correspondent,
Reuter's News Agency,
Hsinking, Manchoukuo.

MR. ROBERT GILLES - Manchoukuo Correspondent,
Paris Soir & Le Temps,
Harbin, Manchoukuo.

MR. BRANCO DE WUKELITSCH - Japan Correspondent,
Havas News Agency,
Tokyo, Japan.

MR. HERBERT MUELLER - China Correspondent,
Deutsches Nachrichten Bureau,
Peking, China.

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SOUTH MANCHURIA RAILWAY

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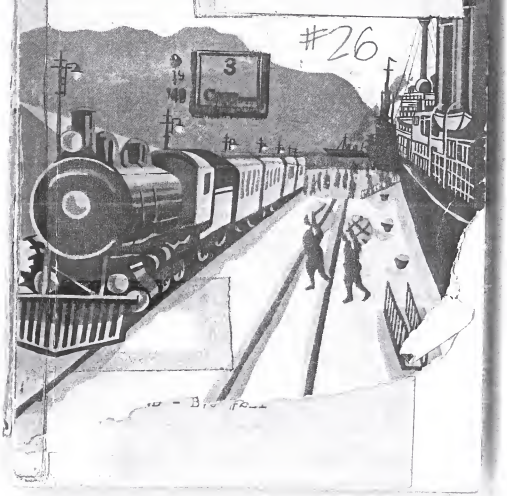

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UNION OF SOUTH AFRICA.

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#21

REPORT

OF THE

RAILWAYS AND HARBOURS BOARD

RELATIVE TO THE CONSTRUCTION OF A NEW CONNECTING LINE

between

Fieldsview and Macfarlane.

Presented to both Houses of Parliament.
1958.

PRICE 1/9

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1958.

[U.G. 10—'58.]

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1956.

THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA.

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REPORT

OF THE

FEDERAL PARLIAMENTARY LABOR PARTY ON RAIL STANDARDIZATION.

Brought up 31*st October*, 1956 ; *ordered to be printed*, 2*nd November*, 1956.

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health and welfare plans for TRUCKING EMPLOYES

reported by A TA's Industrial Relations Department

AMERICAN TRUCKING ASSNS. ATA

as approved by A TA's Industrial Relations Committee

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#31

Registration Fees and Special Taxes For Motor Vehicles

1934 EDITION

1- 1933 MOTOR VEHICLE TAX BILL

2- 1934 STATE GASOLINE TAX RATES

3- MISCELLANEOUS TAX DATA

4- 1934 STATE REGISTRATION FEE AND SPECIAL TAX RATES

JULY 20, 1934

NATIONAL HIGHWAY USERS CONFERENCE
National Press Building
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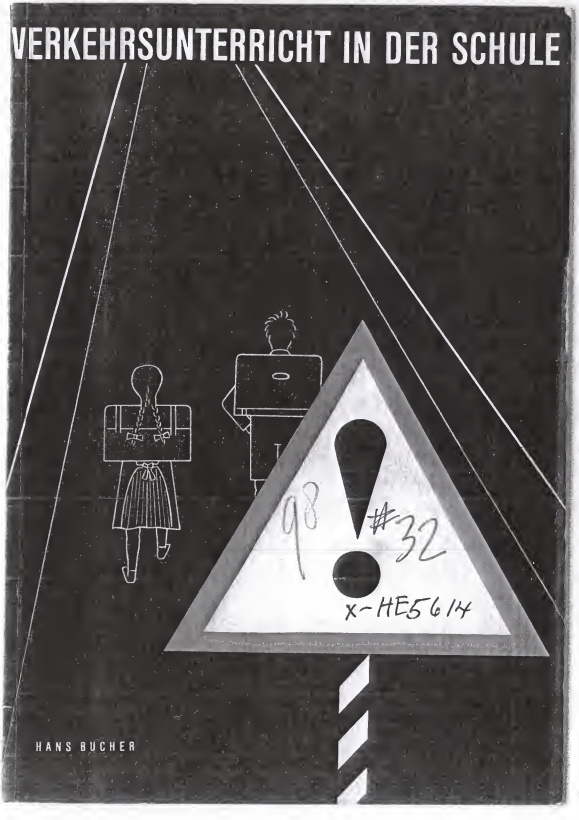

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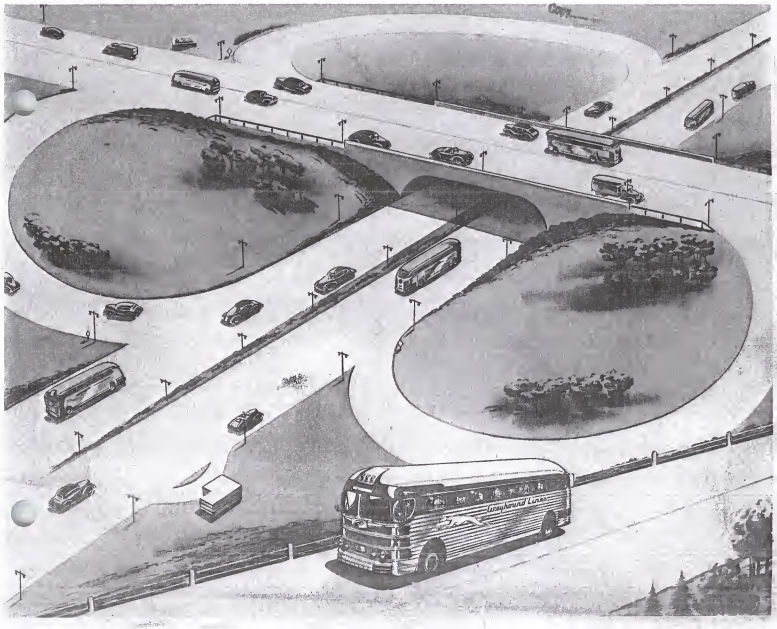

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